



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

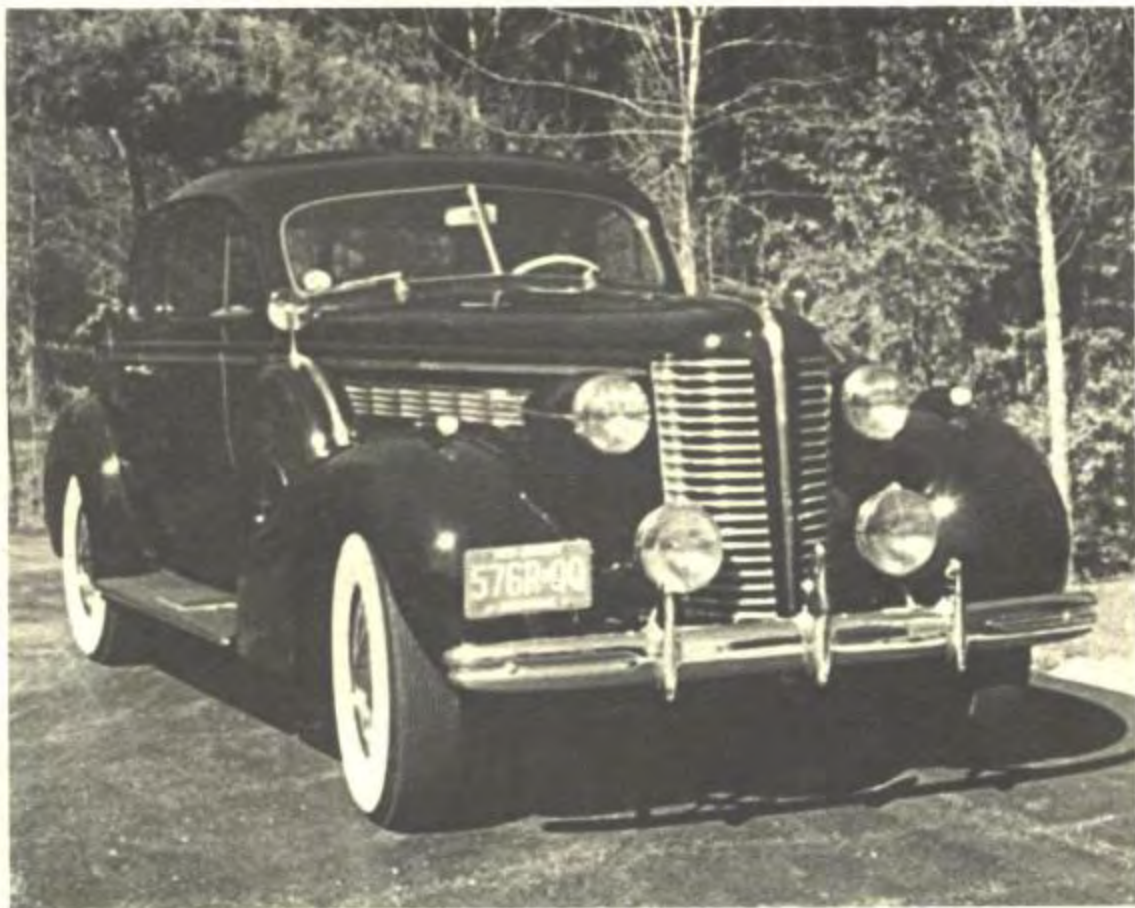
As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

## **-- Copyright Notice --**

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIII • NUMBER 5 • MAY / JUNE 1995

BUICK  
1937  1938



# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XIII • NUMBER 5 • MAY / JUNE 1995

## THE 9th CYLINDER

If the label on the envelope your *Torque Tube* came in reads *Expires '95* as most do, this is your next to last issue. **You will need to renew after the next issue.** Our current membership is just over 460 paying members. It costs around \$14,000 per year to publish and mail 6 issues plus the Roster. So we need around 400 paying members plus advertisers to break even. We're above that minimum now, so we're in good financially shape.

Here's a photo of me wearing a Y-Job sweatshirt. Each year the BCA Metro Chapter (Washington, D.C. area) sells T-shirts and sweatshirts featuring different Buicks at their All Buick Show. The Twentieth Annual All-Buick Auto Show will be held on Saturday September 23 at the Holiday Inn in Calverton, MD.

**Charles Jekofsky** (#524) suggested the Y-Job for this year's shirts. Charles



also sent me this sweatshirt. Thanks C.J.

The Y-Job was a concept car built on a 1938 Century chassis. Many of its features went on to be used in later Buicks such as the grille which was used in 1942 and the bombsight hood ornament used on postwar Buicks.

I'll be at the Buick National Meet at the end of July and hope to visit with all members who are there.

Stop me and say hello or introduce your self if you see me first. I'll do the same. Thanks.

This unrestored Raphael Green '38



Special 2 Door Sport Sedan Slant Back, Model 44, (below) belonged to **Gary Stafford** (#588) who has since sold it to **Jim Merritt** (#972) of Granite Bay, CA. Buick made almost 6,000 of the 2 Doors compared to 12,000 of the 4 Door Slant Backs, Model 47. Our Art Director, **Dug Waggoner** (#10), is restoring a 44.

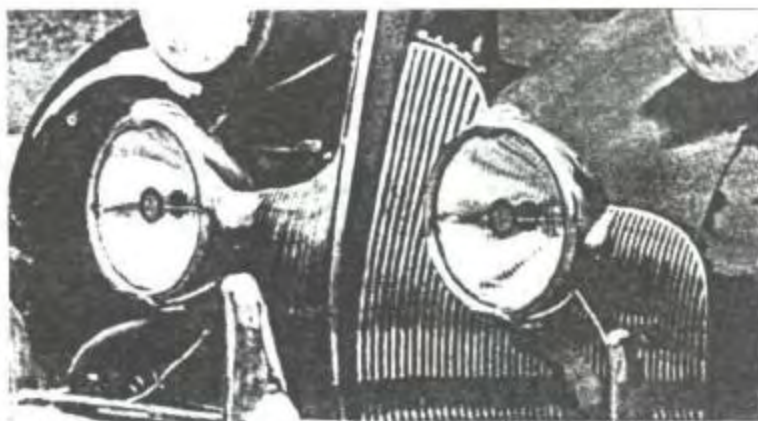


FOUNDED IN 1980 BY DAVE LEWIS



This period Trippe Light ad shows them installed on a '39 Buick. To my eyes Trippe lights look better on early '30's cars that had large head-lights. By the late 1930's, the Trippe lights were bigger than the head-lights. But this ad indicates they were used up to at least 1939. Sealed beams were used on most 1940 cars. I would guess this caused a big decline in the popularity of Trippe lights.

**John Jackson** (#1107) of Peoria, IL, wrote to say he really enjoys the **Torque Tube** and that



he has learned something from each one. John is restoring a 1938 Special Model 41. He recently had it painted in St. Louis and is very satisfied with the results.

**Al Wieling** of Clarkston, MI.

sent this copy of a depression era postcard showing tourists with a '37 Buick pulling a trailer. It's from the book, "**The Vanishing American Out-house.**" If you're interested, it's \$15.95 plus \$2.00 postage from Windmill Publishing Co., 2147 Windmill View Road, El Cajon, CA. 92020.



## ≡TORQUE TUBE≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (USA) per year Canada; \$48.00 per year in Europe and South America and \$57.00 per year all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

**THE TORQUE TUBE**

**1005 RILMA LANE**

**LOS ALTOS, CA 94022**

**Editor.....Harry Logan, #651**

**Art Director.....Dug Waggoner, #10**

**YOU CAN REACH**

**HARRY LOGAN by**

**PHONE/FAX (415) 941-4587**

**Printer Liaison.....Bill Olson, #427**

**Printer.....Conrads Printing, Lancaster, Ohio**

*All rights reserved. No part of this newsletter may be reproduced in any form without written permission from THE TORQUE TUBE.*



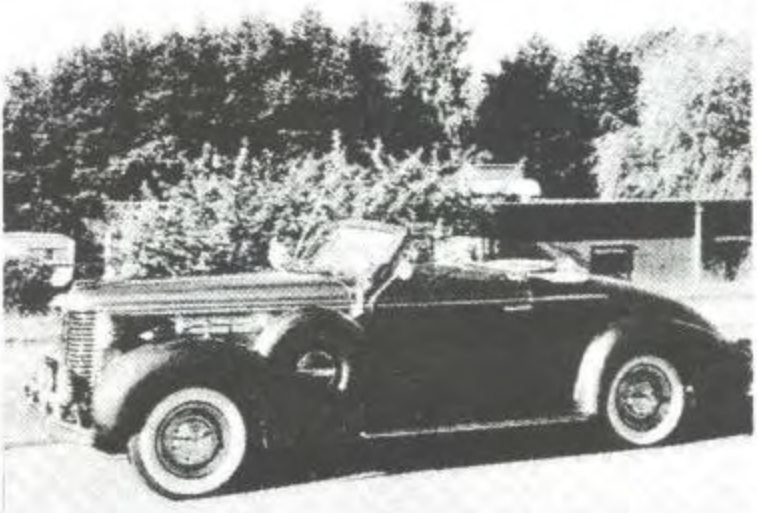
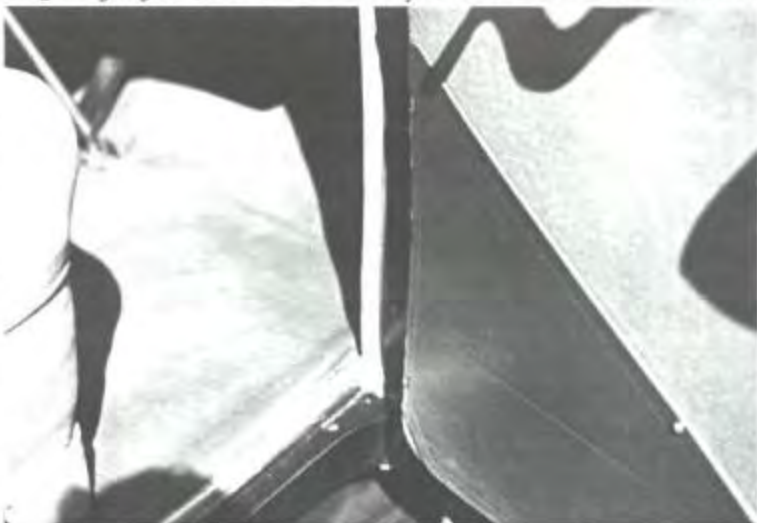
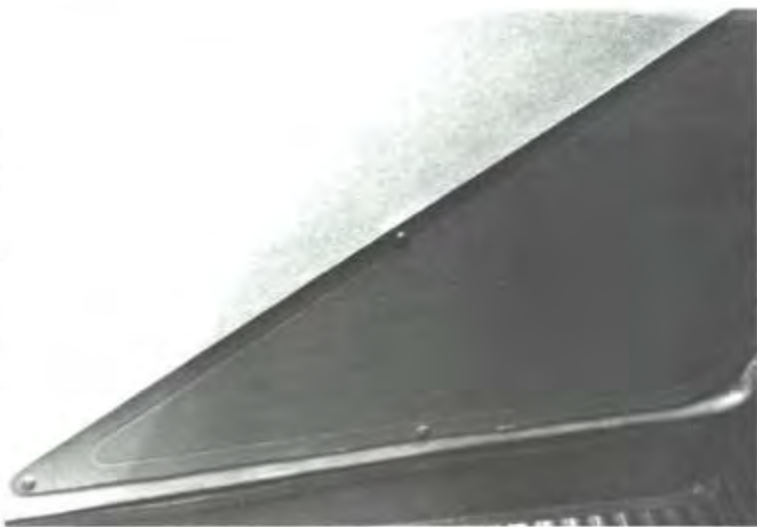
And I'll bet some of our members may have come across this curious item. This is a very rare but practical Buick accessory. It's a **Scuff Pad**, part number 983606 used on both front doors. It was offered on both '37 and '38 Buicks (also '39) for \$1.00 a pair.

This top photo shows the one on the driver's side door of **Charles Jekofsky's** (#524) 1938 Century Sedan.

**James Rufner** (#767) of Eagan, MN. also has a set of these Scuff Pads (middle photo) on his '38 Special Model 41. He says: "Believe me, it is a door fabric saver."

Our only Danish member **Erik Bjerring** (#654) owns this 1938 Special Con-

vertible Coupe Model 46C (bottom photo). Erik restored this car several years ago but now has a problem common to Buicks with their original aluminum pistons. In the first photo, on page 4, you can see the top part of the piston above the upper ring begins to disintegrate, causing small pieces of the piston to bounce and dance around inside the combustion chamber. As they bounce around they hammer the spark plugs and cause



the gap to decrease. So Erik has to regap the plugs every 100 km or so. **Jim Flack** (#499) also has this problem with his '38 Roadmaster Formal Sedan Model 81F with its original pistons.

The middle photo, on page 4, shows Erik, the gentleman on the left. He has worked for General Motors for 22 years and is now semiretired. His last job with GM was Country Manager for Denmark and Sweden, responsible for sales and service. Erik recently sold his 1937 Century Phaeton Model 60C. A lot of us in this Club would like to have that particular model Buick! (ED: We want to thank the BCA West Michigan Chapter Newsletter for this information)

One member reported he sent his 1938 hubcaps out to be metal polished thinking they were stainless. They are chrome plated brass, so the attempt at polishing exposed the brass under the chrome and they had to be rechromed.

Original 1938 hubcaps had an inner and an outer skin whereas the repro ones only have one skin. That means it would be easier and less expensive

to repair the repro ones. I was quoted a price of \$360 to repair and chrome plate four original 1938 hubcaps which is more than the \$280 four repro ones would cost.

**Bill Mack (#839)** writes: "Keep up the good work, the *Torque Tube* is a pleasant diversion every few months and the best source of information on '37-'38 Buicks. A belated thank you and best wished to our former editor, Bill Olson. His acerbic wit was deeply enjoyed."

Yes, we hope, in the near future, to acquire Bill's writing skills that once graced these illustrious pages of our beloved *Torque Tube*.

**Frank Marengo (#918)** reports he has had good luck using J.B. Weld Epoxy to fill small holes and dents etc. in the same way you would use Glazing & Spot

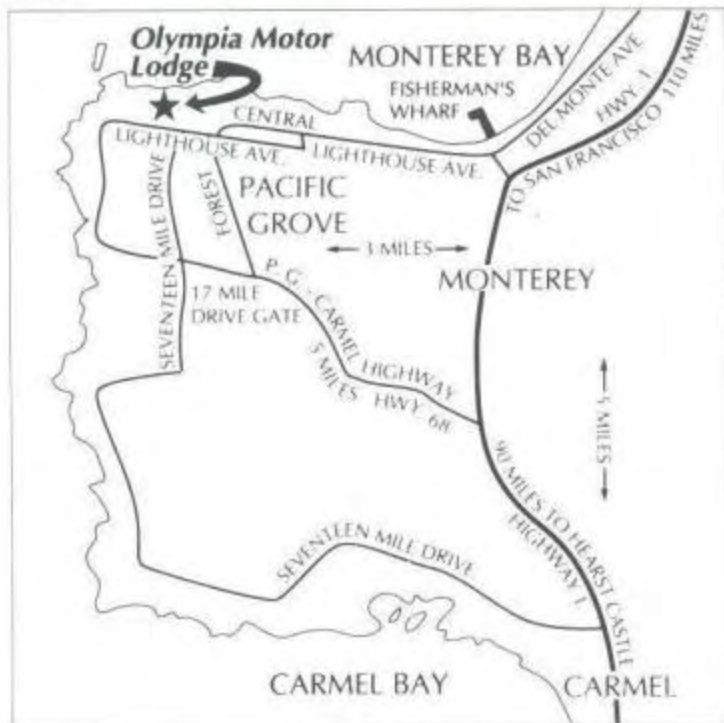


Putty. After it hardens, he sands it to match the surrounding metal.

**Note:** Members who are thinking of attending the West Coast Meet & Tour, there is a change of date. Page 5, to the right, shows the new dates and how to make arrangements with the two motels. The map below shows the Monterey Peninsula and the Olympia Motel Lodge where we will be staying on Friday, September 22. Hope you can make the tour.

Soon after the next issue of the *Torque Tube* we will be publishing our new 1937/1938 Buick Club **Roster**. Since the last Roster was published in the Summer of 1993 you might want to update your listing. If you have sold a car or acquired a new vehicle please write or fax me your new information as soon as possible. Thanks.

Harry





# 1937-1938 WEST COAST MEET & TOUR

## September 22, 23 & 24

By Harry Logan (#651)

Come join us for the 1937-1938 Buick Club West Coast Meet. It will be held in the Monterey Peninsula/Santa Cruz Mountains area on Friday September 22, Saturday September 23 and Sunday September 24. **NOTE: This is a date change from the announcement in the last Torque Tube!**

**Friday September 22:** We will be staying at the Olympia Motor Lodge, 1140 Light-house Avenue in Pacific Grove (See map on page 4). We have reserved 15 rooms until mid-August, so make your reservation now by calling (408) 373-2777. Rates run from \$48 to \$94 plus tax.

**Saturday September 23:** After breakfast at one of the many restaurants in the area, we'll check out of the Olympia and begin our tour at 10 am. We'll tour along the scenic 17 Mile Drive and Pebble Beach, up Ocean Avenue in Carmel with a stop at the Carmel Mission. Then we'll drive by the Carmel River and the winding ocean road back to Ocean Avenue. We'll catch Highway One and head towards Capitola and Santa Cruz.

Lunch will be in Capitola, followed by a visit to Santa Cruz with a stop at Natural Bridges State Beach. We'll then head up Highway 9 to the Econo Lodge in Ben Lomond. It's located at 9733 Highway 9, just a short distance from club member **Saul and Taffy Hoffman's (#666)** home.

We have reserved 15 rooms until mid-August at the Econo Lodge for Saturday night September 23. Call (408) 336-2292 to make your reservation. Their rates are \$62 for a room with one bed, \$68 for a room with two beds, \$72 for a room with a double, king or queen bed. All room rates plus tax.

After resting, we'll all head over to the Hoffman's at 6 pm for a barbecue and a look at his

car collection. Saul and Taffy have a beautiful home nestled in the tall Redwoods with a stream running through their property.

Dinner will be either vegetarian or meat Sloppy Joe's, salad, fruit, dessert, beer and soft drinks. The cost is \$10 per person. Send your checks with your choice of meat or veggie Sloppy Joes made out to the 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA. 94022. Thanks.

**SUNDAY SEPTEMBER 24:** After breakfast, we'll drive over to the Roaring Camp Railroad. We'll walk through Roaring Camp to Henry Cowell State Park which is next door and take a self-guided walking tour through the Giant Redwoods, the oldest living things on earth!

We'll walk back to Roaring Camp and watch the steam trains. Those who wish may purchase tickets and go for an hour's ride. Others may wish to just watch for a while and then head home.

Act now if you plan to go. 15 rooms are being held for club members until mid-August. Make your own motel reservations by calling:

• **Friday September 22.**

The Olympia Motor Lodge-Pacific Grove.  
(408) 373-2777

• **Saturday September 23.**

The Econo Lodge-Ben Lomond.  
(408) 336-2292

Send a check made out to the **1937-1938 Buick Club** for \$10 per person for the barbeque along with the following information to:

**1937-1938 Buick Club  
West Coast Meet & Tour  
1005 Rilma Lane  
Los Altos, CA. 94022**

---

### 1937-38 BUICK CLUB WESTERN MEET & TOUR REGISTRATION

Name \_\_\_\_\_ Number of people \_\_\_\_\_

Street \_\_\_\_\_ Car (Year & Model) \_\_\_\_\_

City & State \_\_\_\_\_ Phone No. \_\_\_\_\_

Dinner Choice: Meat \_\_\_\_\_ Vegetable \_\_\_\_\_

## COVER CAR

This black 1938 Buick Century Sport Coupe Model 66S was recently acquired by **Lou Wildt** (#245) of Batavia, Ohio. It still has its original paint, woodgraining and most of the original mohair upholstery. The car has the sharktooth front grille guard instead of the BUICK medallion. It also has the rare fold-down rear bumper guard. *See the story on this car on pages 11&12.*

# 1995 EASTERN MEET & TOUR

## AUGUST 10, 11 & 12

By Karl Anderson (#47)

Come join us for our ongoing tradition of fun, camaraderie and sight-seeing with the 1937-38 Buick Club. We'll tour the beautiful Shenandoah Valley and the Blue Ridge Mts., visit quaint old Strasburg, VA with its great museum and flea/antique market. We'll lunch at 100 year old Hotel Strasburg; visit a grand Ante Bellum restored mansion and tour Virginia's rural byways through the countryside. We'll end up with a Saturday night dinner at the historical Old Post Office in Winchester.

### 1937-1938 BUICK CLUB EASTERN MEET REGISTRATION

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Number of people attending the following:

8/11 Friday Tour \_\_\_\_\_ Adults \_\_\_\_\_ Children under 12 years old  
8/12 Saturday Tour \_\_\_\_\_ Adults \_\_\_\_\_ Children under 12 years old  
8/12 Saturday Dinner \_\_\_\_\_ Adults \_\_\_\_\_ Children under 12 years old

Registration Fee: \$11.00 Adults - \$6.00 Children under 12 years old  
(This includes admission to Estate on the Saturday tour and Sat. lunch)

Please make checks payable to:

**Karl Anderson, Rt. 3 - Box 6195, Berryville, VA. 22611**

-----  
*It will help us in planning if you will indicate your choice of entree for Saturday night dinner.*

Beef Bourguignon \_\_\_\_\_ Adults \_\_\_\_\_ Children  
Chicken Champagne \_\_\_\_\_ Adults \_\_\_\_\_ Children  
Stuffed Flounder with Crab Meat \_\_\_\_\_ Adults \_\_\_\_\_ Children  
(There will be other choices for very young children)

### HOST HOTEL

**Holiday Inn - I-81 & Rt. 50 - Winchester, VA - (703) 667-3300**

Rooms: 1 King or 2 Double Beds - \$49.00 per night for up to 4 people in a room.

*Make your own reservations*

**Mention the '37-'38 Buick Club and code MBA. A block of 30 rooms will be held 'til July 23**



# MY BUICK STORY

By James Rufner (#767)



My first car was a 1937 Buick Special Business Coupe Model 46 that had belonged to my parents. I acquired the car while I was in high school in the early 1950's. My second '37 Buick was a Model 44 Two Door Slant Back Sedan. I have also owned Models 41 4 Door Trunk Back Sedan, two 46S Special Sport Coupes and a 66S Century Sport Coupe. It was a real goer!

My present Buick is a 1938 Special Model 41 which I purchased in 1989 with 28,700 miles on the odometer. Because of low oil pressure it was hard to start. I removed the engine and had it rebored 30 thousandths oversize and given a complete overhaul. It now has nearly 32,000 miles on it. The engine just purrs like only a straight 8 can. It has the two stud valve cover, so the car is a late '38.

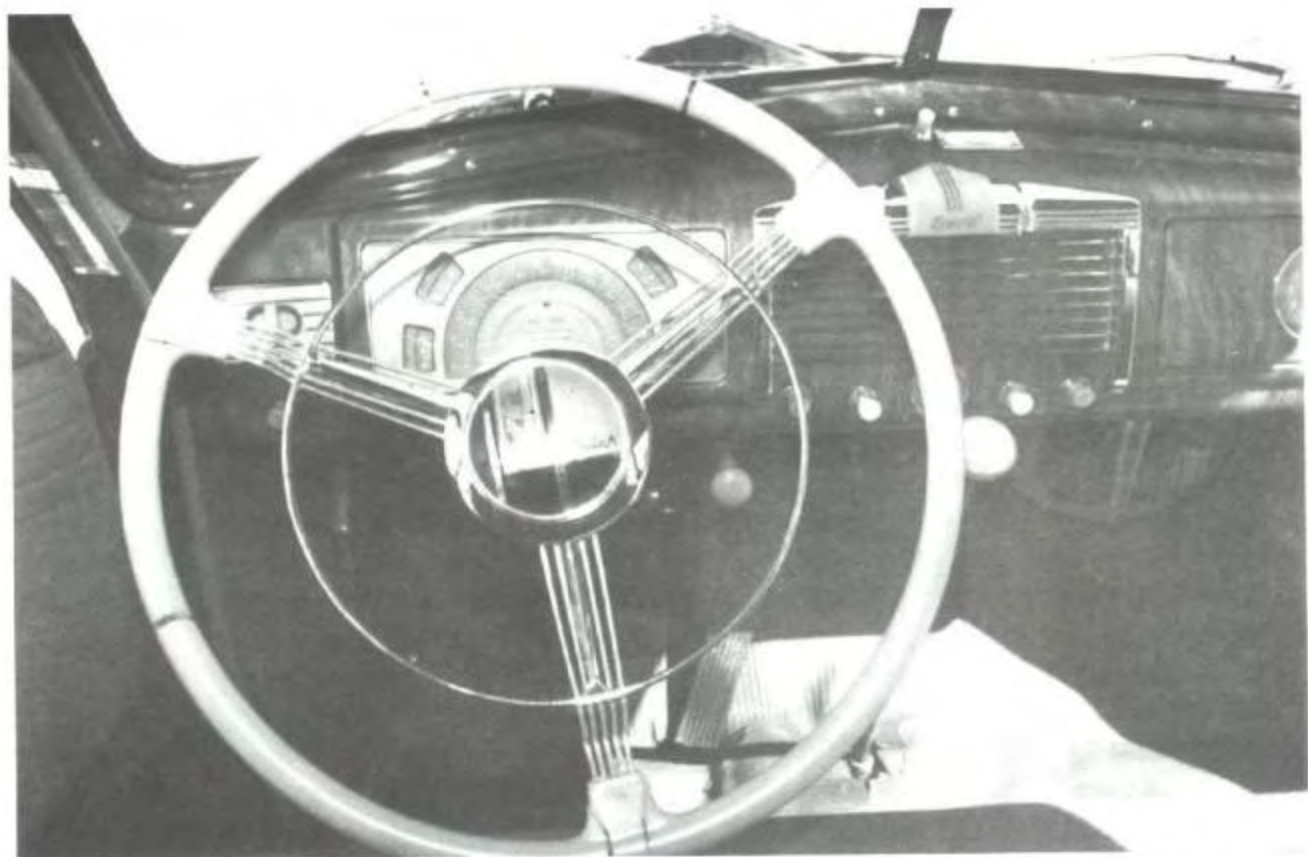
The car still has the cracked original ivory steering wheel (*see top photo on page 8*)

and a radio and deluxe heater. The radio, heater and cigarette lighter still work! A previous owner added a side mounted antenna, but some of the original wires for the running board antenna are still there.

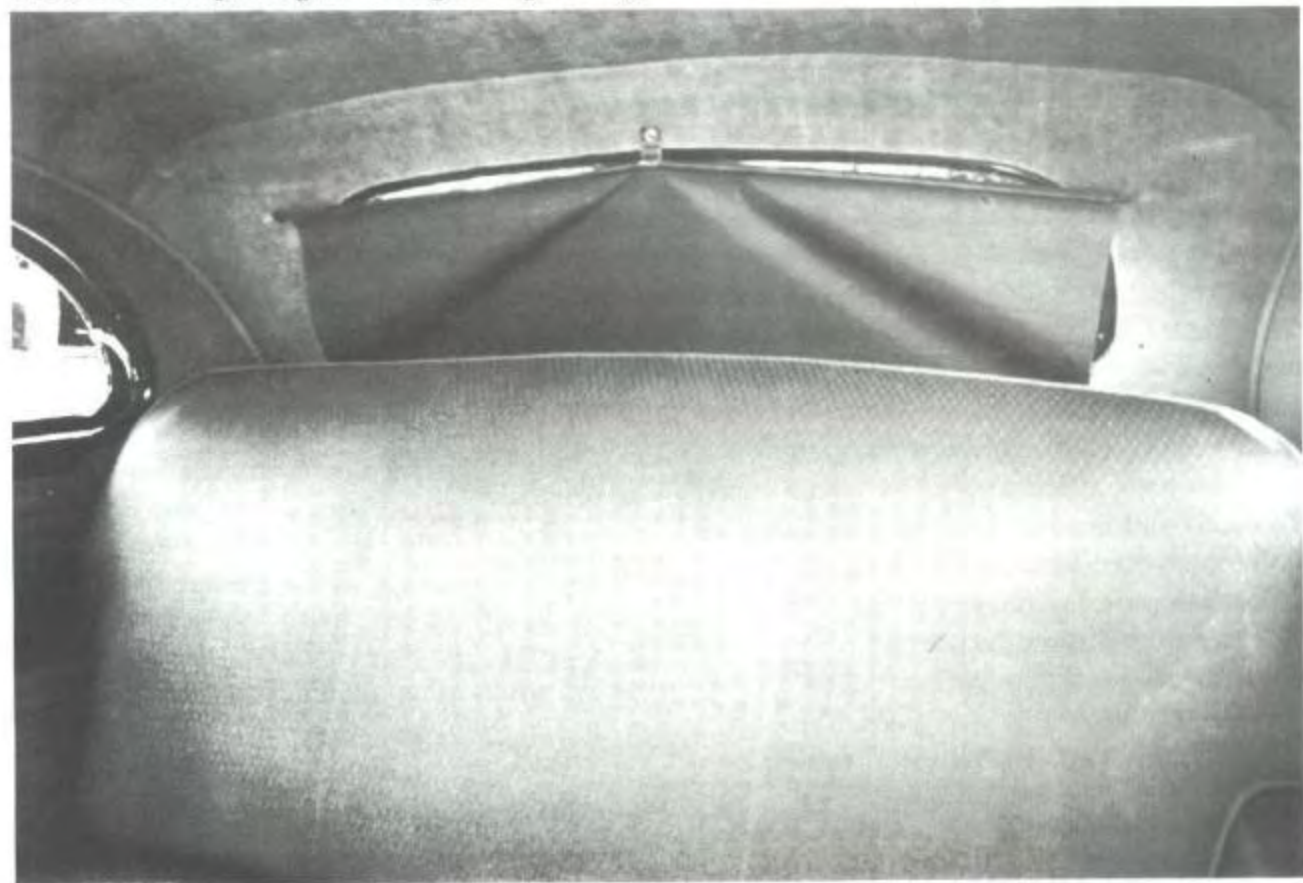
The tan interior is original including the rear window shade (*see bottom photo on page 8*). All plastic, chrome and woodgraining are also original.

The color is Van Gough Green, a very dark shade. At a distance it appears black. Van Gough Green is darker than Verde Green which Buick used for many years. The paint has been touched up in a few places. I'm considering a new paint job in the future.

Wish I could drive it more, but in Minnesota we usually put our Buicks into a forced hibernation, then we can't wait for Spring to arrive so we can bring them out for all to enjoy.



*Notice the beautiful original woodgraining still in great condition and the factory installed deluxe heater.*



*It's still amazing to see an original interior in such good condition after 50 years of service.*



# A SEARCH THROUGH OLD POLICE FILES

By Bill Mack (#839)

**A**s a police officer with the Woonsocket, R.I. Police Department, my position as Detective Commander sometimes provides me with some interesting opportunities.

Today I spent some time in the photo lab looking at very old photo negatives of police crime scenes and accidents. In that time I reviewed several hundred photos and just barely scratched the surface. However I found several photos of 1937-1938 Buicks I thought would of interest to the members of our Club.

The two photos on this page show a 1937 Special Two Door Trunk Back Sedan Model 48. Buick assembled nearly 16,000 Model 48's. They had a factory list price of \$835 with plain fenders, about \$50 more with sidemounts. If you took delivery at your local dealer, the price you'd pay would be just over \$1,000. Note the two dents in the center stainless grill trim strip. The car had two accessories, license plate frames (\$2.45) and fog lights (\$10.00). The Buick fog lights came with a special switch that turned on

the tail lights when the fog lights were turned on. This 37-48 appears to have suffered some damage to the left front fender, but otherwise seems in fine shape. Notice the '38 Buick parked



in front of a garage. The address was given as Diamond Hill Road., an area of the city that was quite rural on December 18, 1941, when the two photos were taken. The left front tire looks bald, could a good tire have been damaged in the accident, and this is a

spare from one of the sidemounts?

Maybe the owner was a bit thrifty and wanted to get every bit of the wear out of the



tire. Still, a nice looking house and with two Buicks in the yard would seem to indicate a degree of affluence in those early post depression days. And with World War II only eleven days old, both Buicks had to last for the duration.

The envelope which contained the nega-

tives was sparse on information, but I surmise that the accident occurred on Grove St. at 10:30 am and the car had been photographed at the



that the accident occurred on Grove street at 10:30 am and the car was photographed at the Diamond Hill location at 1:15 pm. Was it involved in a hit and run, and later found? Stay tuned, maybe I'll locate the appropriate report in the microfiche someday.

And one more thing, I have a '38 trunk back sedan like the one in the background, could it be?

These three photos tell a different story. It was the morning of September 15, 1950. Police photograph a 1937 Buick in a field off Olo Street, a working class section of the city. The passenger compartment is gutted by fire. By this time the Buick is thirteen years old, probably a well used car. It looks as though it has a sealed beam conversion in the garage photo, maybe it was well cared for. The envelope is not much help. Other photos show the car in relation to the street. It looks like it was pushed or driven from a parking place into the field. Was it arson, for insurance, for revenge, or accidental? Without the corresponding paperwork, we'll never know. It looks like it could



still be a good parts car though!

Where are they today? That's a question I often ask myself when I look at old photos. I wistfully hope that the people had happy lives and that their descendants still think of them. I hope that all the cars are restored and well cared for. My experience tells me that this isn't always so, but didn't someone say hope springs eternal? (Ed. Great thought Bill)

My own 1938 Model 41 seems ready for some major motor surgery. It still runs and drives, but burns and leaks oil in copious quantities. I am convinced that the stock gearing is a large factor in the wear on these motors. I have access to a '53 Super rear end and would like to utilize the lower gear ratio. I'll be bringing the copy of the **Torque Tube** with the article on the swap to a machine shop for an estimate. Isn't it a shame that I could put in a 350 Chevy motor, turbo 350, Nova front clip and rear axle for less money. I do want a car that will cruise with traffic on the interstate without operating at 90% of engine speed!



# MY NEW OLD CAR

By Lou Wildt (#245)

**R**ecently, I purchased this 1938 Century Sport Coupe Model 66S with its original black paint. The car was assembled in Linden, N.J. and purchased on November 7, 1937, written on the back cover of the original owner's manual. The owner shipped it to his summer home in Switzerland where it stayed for many years. This car was the cover car and featured in both the July, 1979 *Bugle* and in Volume 5; Number 2 of the *Torque Tube*.

The original owner installed many interesting accessories such as a solid brass oil can (below left), a cartridge type oil filter as used on

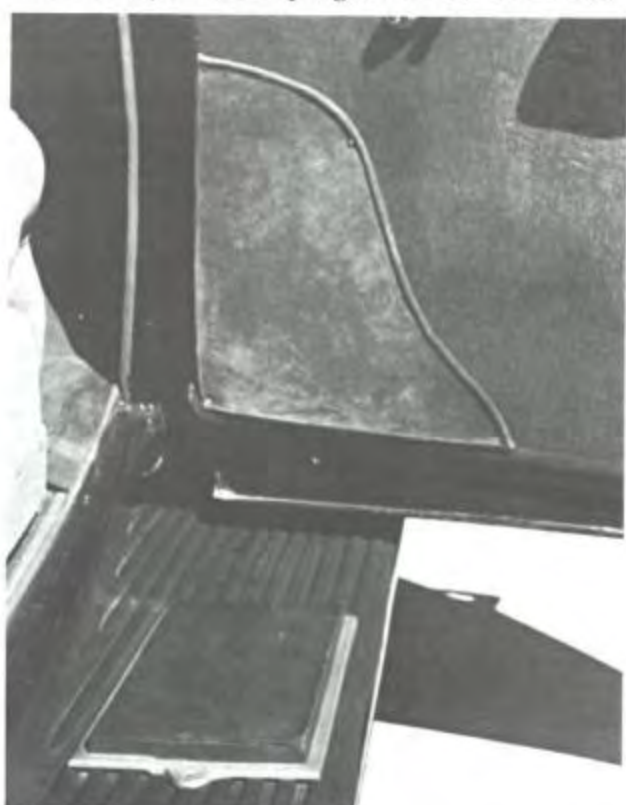
later model Buicks, a quart Casco oil can mounted on the driver side engine panel, home made under-the-hood light, sidemount mirrors

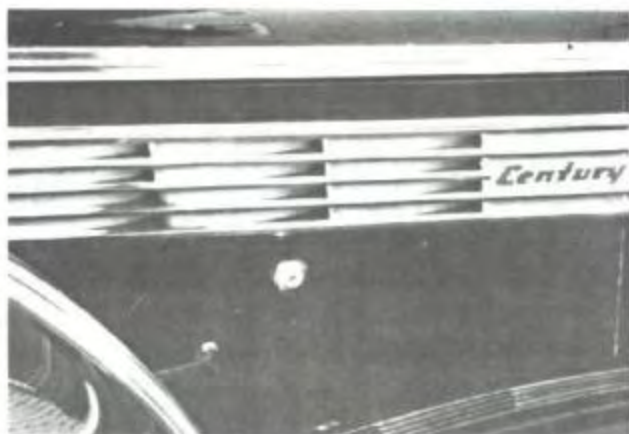
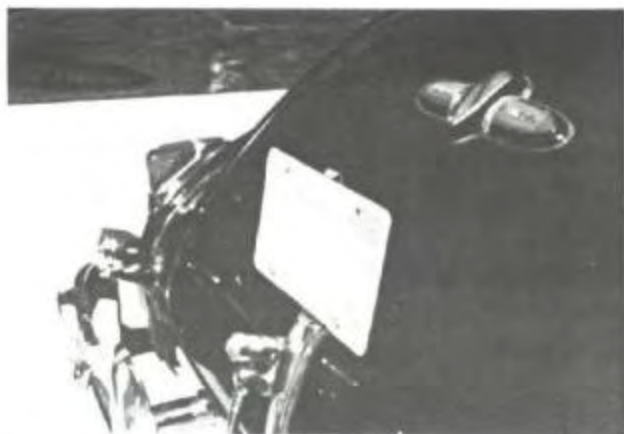
and a beautiful French horn that was removed by the last owner.

The car also featured unique but practical set of items such as these running board step plates (see below right), neat suede leather door scuff pads

and some accessories that have been removed such as European directional signals.

In the top left photo (page 12) you see the car also has 1939 Buick turn signals, an a '40's era style back-up light and the rare 1938



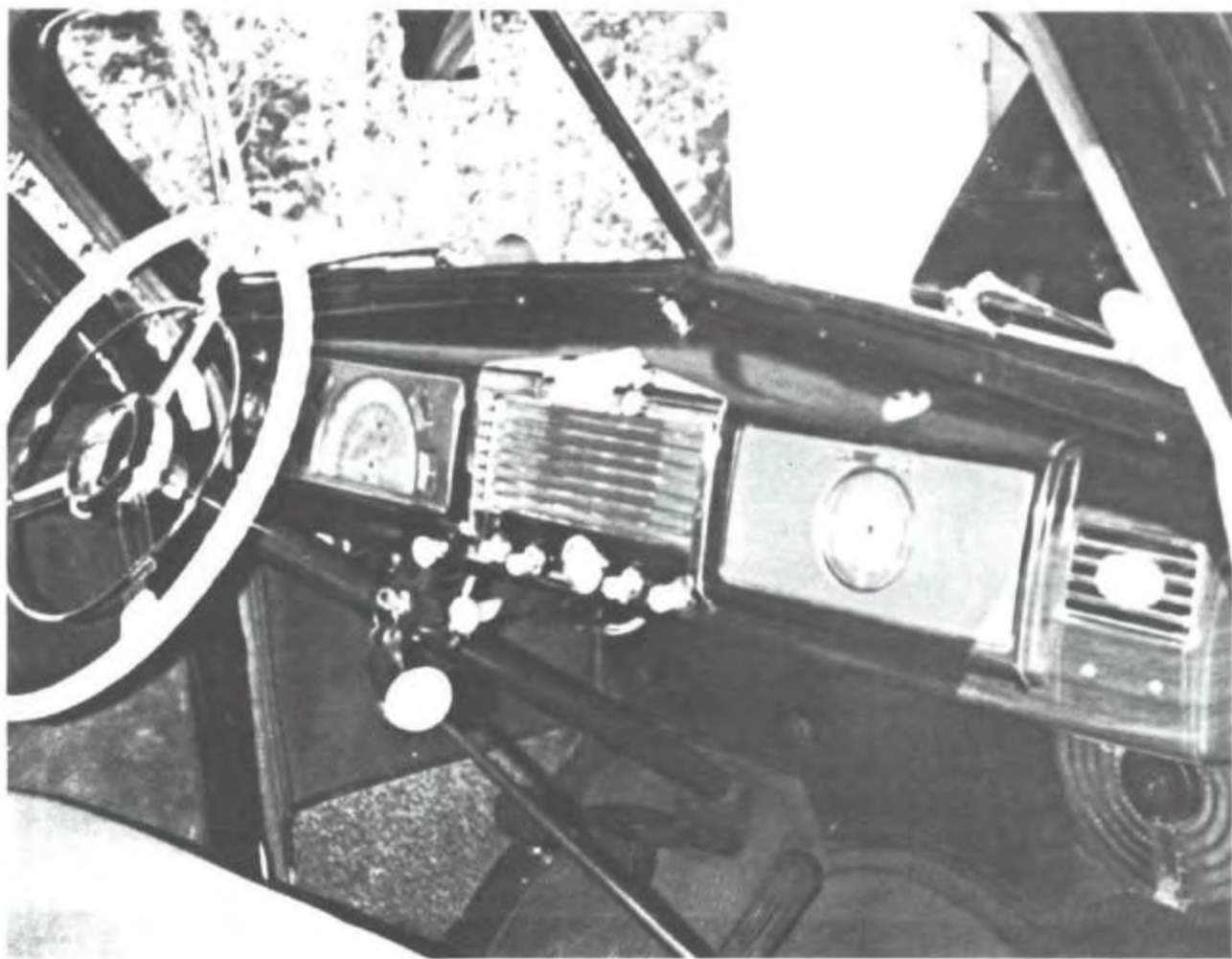


Folding Rear Bumper Guard. It folds down to allow you to remove the spare tire in the trunk. As this coupe came with factory sidemounts, there is a metal bar in the middle of the trunk preventing you from placing a spare tire there.

A key operated lock, in the top right photo, was installed on the hoods to prevent unauthorized entry!

In the photo below you can see that the car still has the original woodgraining, but the glove box door was painted to match the instrument panel and a handle added for easier opening. It has an after-market heater.

*Ed. Thanks Lou for sending in this great story and photos on this most interesting car.*





# BUICK ACCESSORIES UPDATE

This list of Buick Accessories shows some 1937-1938 accessories I have not seen listed elsewhere. It is from the 1928 to 1939 Master Body Parts List Book dated April 1, 1939. Note the **Windshield Washer (8.798)** is listed as a 1938 accessory and the **Scuff Pad (9.550)** as a 1937-1938 accessory.

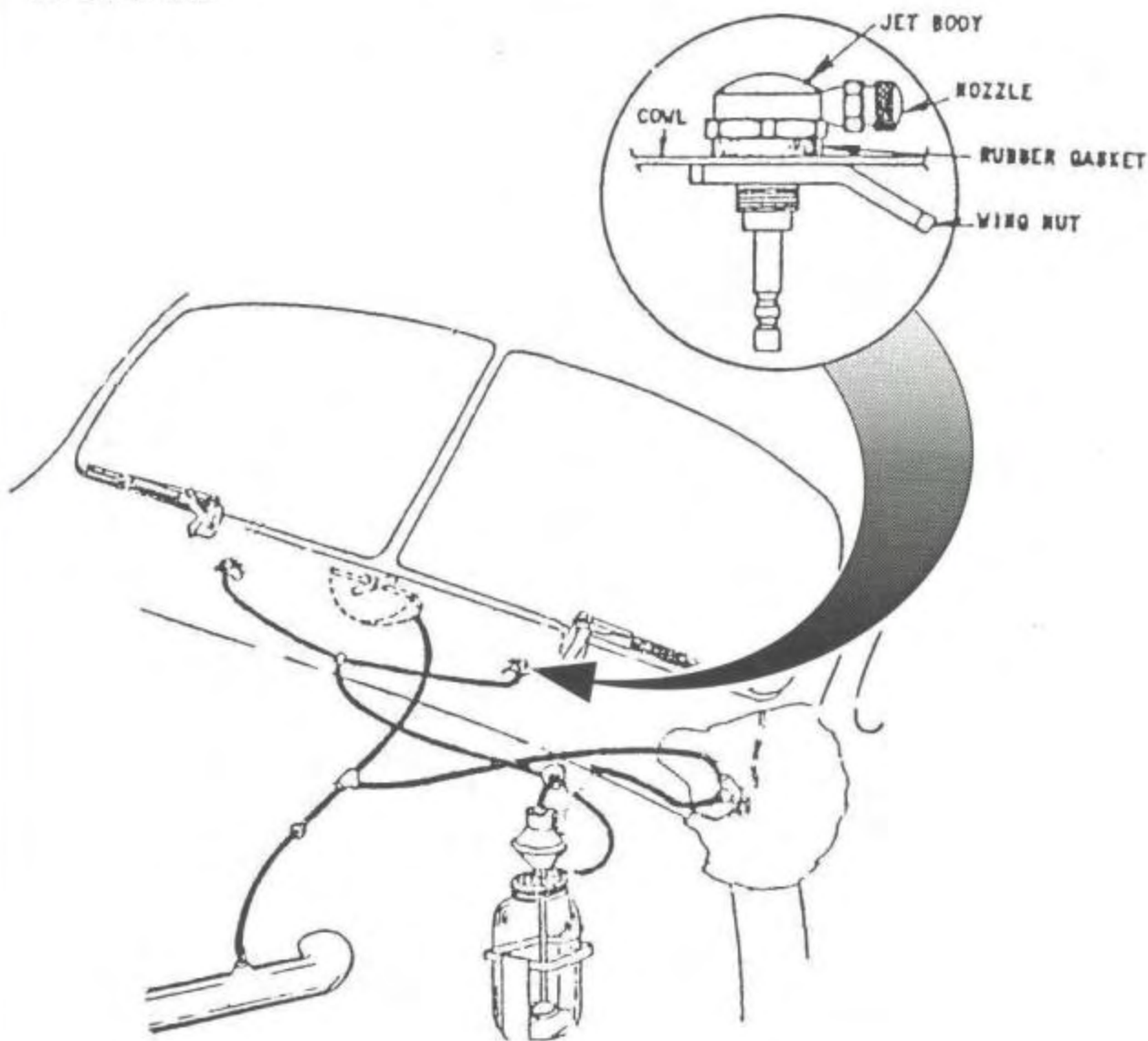
## BUICK ACCESSORIES

GROUP NO.	PART NO.	LIST PRICE	MODELS AND DESCRIPTION
1.174	GRILLE COVER, Twin		
	980599	1.25	1939
	980570	1.35	1938
1.175	ANTI-FREEZE, Radiator		
	985112	54.00	All models (54 gal. drum)
	985113	1.00	All models (1 gal. can)
	985114	.25	All models (1 quart can)
1.266	BUG SCREEN, Radiator invisible		
	980571	.95	1938
3.772	TRIM, Exhaust pipe		
	982088	1.00	All models
4.642	NO-ROL DEVICE, Brake		
	980601	5.00	1939-40-60
	980602	11.00	1939-80-90
	980592	8.00	1938-40
5.871	MOLDING, Wheel		
	980461	2.00	1934-35-60-90; 1936-80-90; 1936-40 after frame; 1937-38-39-40-80-90 1936-37-38-39-60
5.875	EXTENSION, Fenderwell tire valve		
	980612	.75	1939
5.875	AIR CONNECTION, Spare tire outside		
	985485	1.00	1939 (6 wheel jobs)
7.828	GUARDS, Bumper		
	980600	2.95	1939-40-60 (Rear center)
	980568	2.95	1938; 1939-80-90 (Rear center)
	980587	2.95	1938 (Front center)
	980614	7.50	1939-40-60: Horizontal grille guard
8.175	PANEL, Streamline rear fender		
	982154	13.50	1939 (Includes 1 set for two fenders) prime finish
8.775	THERMOMETER		
	985153	.29	All models
8.778	GLARE SHIELD		
	985381	1.00	All models
8.798	WINDSHIELD WASHER		
	985292	4.75	1938-39
8.796	FLASHLIGHT		
	985329	1.25	With red side lens (Less battery)
	985330	.75	Plain (Less battery)
	985331	.10	Battery cell
8.797	ANTI-FREEZE SOLUTION, Windshield washer		
	985379	.25	1938-39
8.820	AUTO JACK (Complete)		
	985377	3.95	1937-38
8.845	HEATERS, Hot water		
	980574	12.50	1937-38-39 (Master model— not installed)
	980595	20.50	1939 (Air Control model— factory installed)
	980615	23.00	1939 (Air control model— less fresh air intake)
8.872	GOGGLES		
	985396	1.25	With gold plate rim
	985397	.79	With leaf shape lens
	985398	.49	With round lens
	985399	.15	Hook on type
	985401		Assortment of 30 { 12—985397 12—985398 6—985396
8.873	AUTO COMPASS		
	985395	2.95	All models
9.550	SEAT COVERS, Deluxe Moderne		
	980603	14.50	1939-41 (Complete for front and rear seats)
	980604	14.50	1939-48 (Complete for front and rear seats)

GROUP NO.	PART NO.	LIST PRICE	MODELS AND DESCRIPTION
	980605	8.25	1939-46-46S-48-68S (Front seat only on 48)
	980606	16.50	1939-61 (Complete for front and rear seats)
	980607	8.25	1939-41-61 (For front seat only)
	980582	10.50	1938-39-81-87-90-91 (For front seat only)
	980583	14.00	1938-39-81-87 (For rear seat only)
	980584	14.00	1938-39-90-90L (For rear seat only)
	980585	14.00	1938-39-91 (For rear seat only)
	980577	8.40	1938-41-47-61-67 (For front seat only)
	980578	6.55	1938-41-47 (For rear seat only)
	980579	8.40	1938-44-46-46S-48-66S-68 (For front seat only)
	980580	6.55	1938-44-48-68 (For rear seat only)
	980581	9.35	1938-61-67 (For rear seat only)
9.550	CUSHION, Twin		
	980596	2.75	All models
9.550	SCUFF PAD, Front door		
	983606	1.00	Pr. 1937-38-39
9.650	RADIOS		
	980598	63.00	1939 (Sonomatic model— factory installed)
	980566	59.75	1938 (Centerline model)
9.709	CIGAR LIGHTER, Automatic		
	980569	2.25	1938
9.772	WATCH, Electric (for dash compartment)		
	1308948	12.25	1939
	1304511	12.25	1938
9.772	CLOCK, Rear compartment		
	1305454	12.25	1938-80-90
9.773	SAFETY LITE (with Bracket)		
	985448	12.50	All models
	980520		1936 except convertibles; 1937: Bracket
	980588		1938-40-60 exc. convert.: Brkt.
	980589		1938-80-90 exc. convert.: Brkt.
	980610		1939 except convertibles: Brkt.
9.774	FOG LAMPS (with attaching parts)		
	980597	10.00	Pr. All Models
9.777	FRAMES, License plate (1 Set)		
	980594	2.45	1933 to 1939 inclusive
9.778	BATTERY CHARGER		
	405035	8.50	All models
9.779	DEFROSTERS, Dual		
	980575	7.50	1938-39 (Not installed)
	980576	7.50	1937
9.779	DEFROSTER FAN & BRACKET (with rubber blades)		
	985290	4.00	All models
9.988	LIGHT, Rear compartment		
	980572	1.25	1938
10.146	BLADE UNIT, Windshield wiper		
	985459	.15	All models to 1938 inclusive; 1939-80-90
NOTE: See group 10.146 in body of book for other models.			
10.185	PEEP MIRROR		
	985236	1.50	1935 to 1939 inclusive
10.195	MIRROR, Sun visor vanity		
	985268	1.00	1937-38-39
	985458	1.95	All models (Electric)
10.559	SAFETY LOCK, Rear door		
	980611	1.85	pr. All 4-door sedans
15.390	ASSIST STRAPS		
	980608	2.00	pr. 1939-40
	980609	2.00	pr. 1939-60

# WINDSHIELD WASHER ACCESSORY

**Bill Patterson** (#928) recently purchased and installed the **Windshield Washer Accessory** on his 1938 Century Slant Back Sedan Model 67. Bill sent a copy of the installation diagram that came with his washer. Bill's washer has a part number 986041 and came out later than 1938 as it is for "1938 to 1942 and Later Models." Note the instructions show the two nozzles are mounted on the cowl. The April 1, 1939 Accessory List shows the original 1938-39 washer had part number 985292. Its nozzle was part of the wiper transmission. See photo of a 1938 wiper transmission in the next article.





## BUICK ACCESSORIES UPDATE

# WINDSHIELD WIPER TRANSMISSIONS

By Harry Logan (#651)

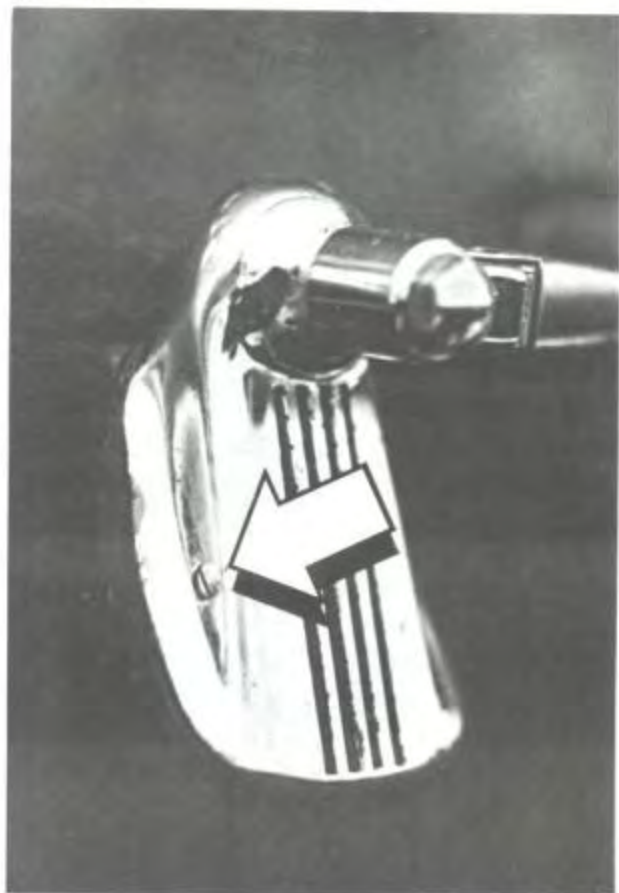
These photos show the difference between 1937 and 1938 windshield wiper transmissions. Note the '38 wiper transmission flares out on the sides while the '37 one does not.

This '38 transmission has the screw for the windshield wiper nozzle. The screw would be removed and a 90 degree nozzle screwed in it's place to direct the liquid cleaner onto the windshield.

Most '38 wiper transmissions I've seen (mainly on California assembled cars) do not have a provision for a nuzzle. The '38 Buick transmission in the photo is on an early Flint assembled car as it has 1937 dated glass and the frame number begins with a "1". This may mean that Flint cars were the only '38 Buicks that the washer could be installed on. What do you think?



1937



1938

# TRUNK BACK



These photos show side and rear views of 1937 Century Trunk Back Sedans Model 61. Buick made nearly 21,000 Model 61's. Both of these cars are black. The top one belongs to **Lars Guilliksrud** (#1013) in Oslo, Norway. The lower Model 61 belongs to **Art Benton** (#995) in San Jose, CA.





# VS. **SLANT BACK**



*This 1937 Century Slant Back Sedan Model 67 was for sale in Kentucky several years ago. Perhaps one of our members now owns it. Buick made almost 5,000 Model 67's, only about one-fourth as many as the Trunk Back version.*

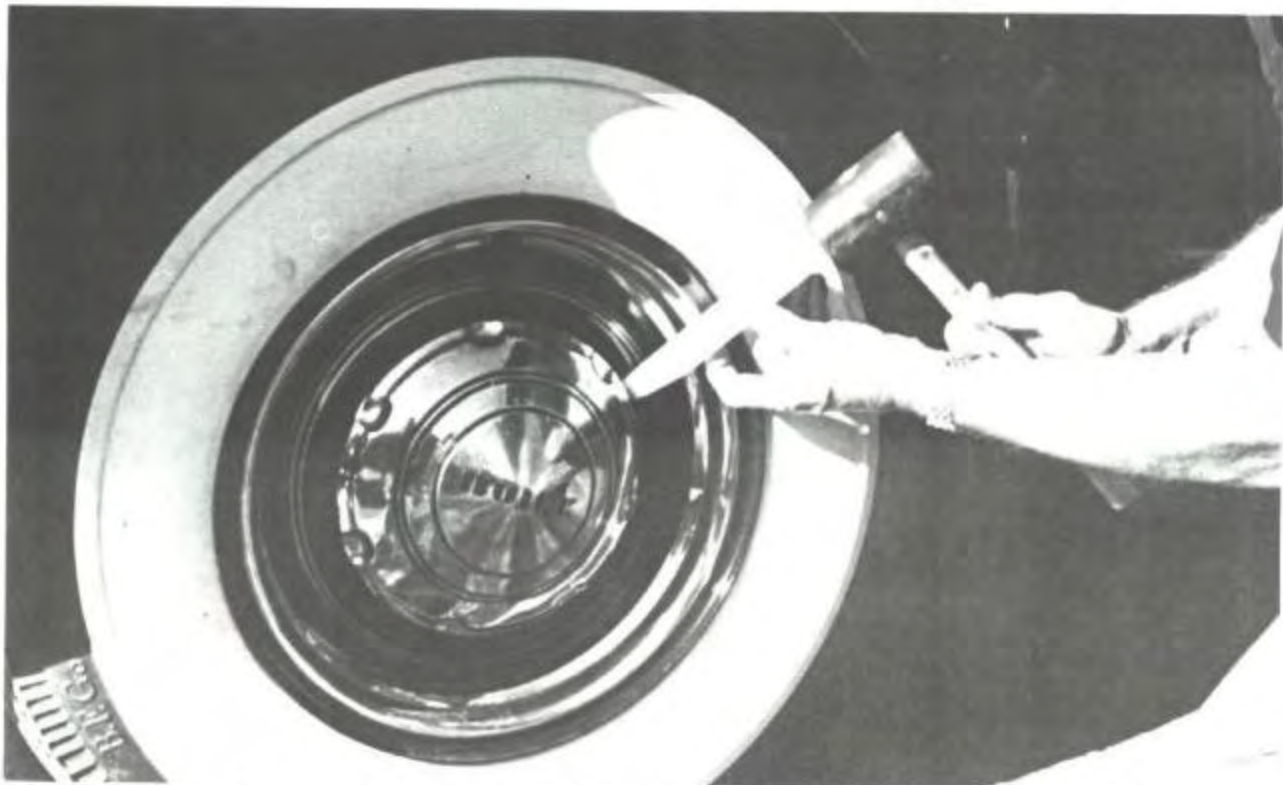




## Technical TIPS

# A VERY HANDY TOOL

By Harry Logan (#651)



This chisel shaped piece of plastic is excellent for removing hub caps without scratching your newly painted rims. It's also excellent for removing stainless belt molding or slipping rubber gaskets over painted surfaces. Use it any time you're working with painted surfaces you don't want to damage. Unlike metal screwdrivers and the like, it won't scratch your paint. I use it often.



This tool was made from an 8 inch long rectangular piece of **High Density Polyethelene** (called HDPE in plastic shops). It is 1 inch high by 3/4" wide with a taper at one end. These dimensions are not critical. You could also make it out of a block of nylon. I purchased mine at a local store specializing in plastics. The cost was less than one dollar! It really works.

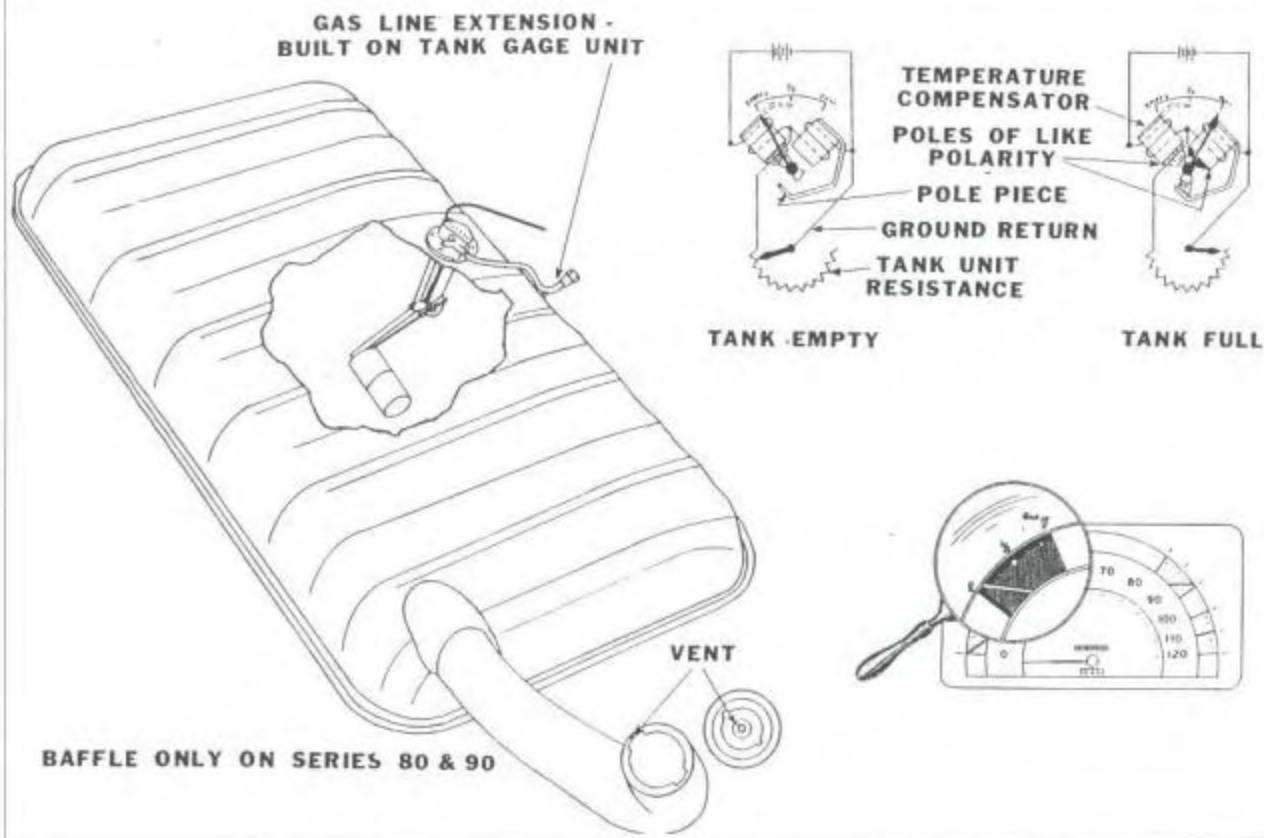


# GAS TANK SENDING UNITS

By Harry Logan (#651)



## FUEL TANK BUICK



Does your gas gauge always indicates one level such as full or empty? Do you run out of gas when the gas gauge indicates you have a quarter tank left? Does your gauge drop suddenly when it gets to a certain point on the dial? Does your gauge jump around, giving erratic readings? If you answered yes to any of these questions, you need to troubleshoot your system.

Start troubleshooting by opening your car's trunk and find the wires by the left rear tail light. One of them should go through the

trunk floor to the underside of the car. That's the wire you're looking for. It goes from the gas gauge to the gas tank sending unit.

Near the tail light, you should find a quick-disconnect connector. The original ones were metal and you pushed the connector halves in, then twisted and they would come apart. The repro ones that come with a new wiring harness are black bakelite or plastic and you pull the wires out of them.

With the wire to the tank sending unit

## GAS TANK SENDING UNITS CONTINUED:

disconnected from the gas gauge, the gauge should read maximum. (Higher than the FULL mark). Now connect the gauge wire to the to the car's body (ground). The gas gauge should read EMPTY. If it does these two things, then your gauge is ok and the problem is probably with the sending unit.

You must drop the gas tank to get at the sending unit. To do this, you must raise the rear of the car. You can either back it onto two elevated ramps or put a hydraulic jack under the differential in the center of the rear axle housing (banjo housing) and jack up the car. Then put jack stands under each end of the banjo housing. Disconnect the gas line to the tank and loosen the two nuts holding the two tank support straps.

It's best to do this with as little gas in the tank as possible. Be careful if you're draining the tank. Remember you're working with a dangerous material.

The drain plug at the bottom of the tank is often frozen in place and you can damage the tank if you use too much force. 1938 tanks will need to be lowered and the filler end rotated to remove it from the car.

Then with the tank on the ground, remove the 5 screws holding the sending unit to the tank and remove it. Connect an ohmmeter between the metal body of the sending unit and the connector. The ohmmeter should read from about 0 to 30 ohms or so as you manually move the floats. If it does, the unit is probably ok and the floats are bad. The original ones were made of cork and sometime they stop floating, so your gauge will always read EMPTY. If this is

your problem, replace the floats. I'm told Ford Model A floats will work. You can get them from a Model A parts vendor.

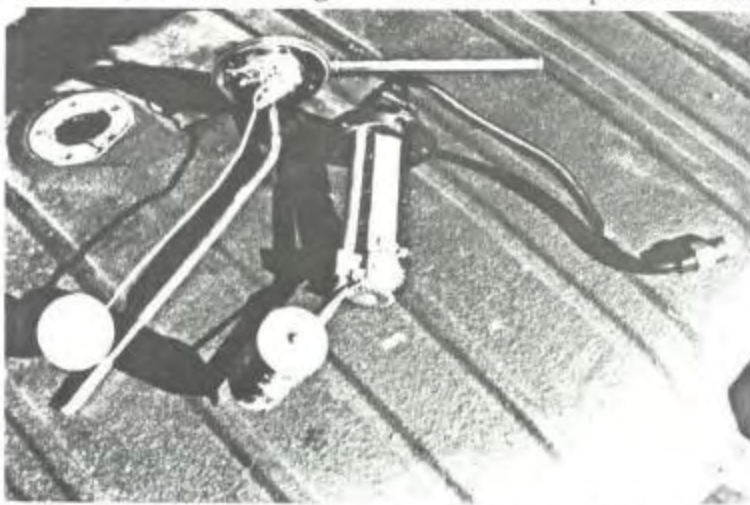
I send my sending units to John Wolf & Co., 4550 Wood St. Willoughby, OHIO 44904. Phone (216) 942-0083. They'll make your unit look and work like new (including new plastic floats) for \$73.50 including return postage.

After installing a repaired or rebuilt sending unit, connect the wire the unit. Be sure you dress the wire along the left side and across the front of the tank to the sending unit. If you run this wire diagonally across the top of the tank to the sending unit, it will get pinched between the top of the tank and one of the two tank support braces. The pinched wire may be cut or short out, causing your gauge to always read FULL or EMPTY.

I had this problem once with a '37 Century. Before I tightened the two straps, the gauge worked fine. When I tightened the straps it did not. The problem was a pinched wire to

the sending unit. When the gas tank is out of the car, you can easily get to the underside of the trunk floor to repair any holes or rust out.

These two gas tank sending units are shown on the top of a

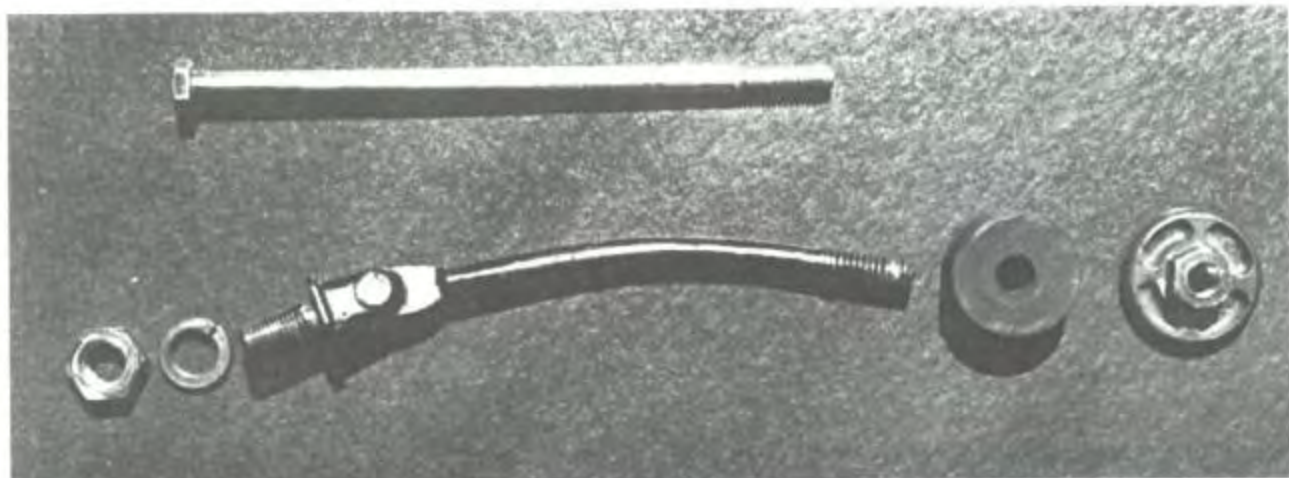


1937 gas tank. On the left is a repro 1939-1956 sending unit with an original 1937-1938 unit on the right. You would have to modify the repro unit to work on a '37 or '38 Buick as it is larger, has a different shaped gas line and connector and a slightly different mounting hole pattern. A better idea is to have your original sending unit repaired.



# FIXING YOUR BROKEN DOOR STOPS

By Harry Logan (#651)



This photo shows an original '37-'38 40-60 Series front and rear door stop and a 5" long 1/4-20 bolt I used to fix a broken one. '37-'38 80-90 Series cars used a similar stop which can be fixed using a 1/4-20 bolt. Use one of your good original stops as a guide for the length and the curve. The convex side faces the interior of car.

One of my door stops had broken and the threaded part with the rubber bumper had fallen off. I search but could not find it, so I used a 1" diameter by 1/2" thick rubber pad and drilled it out to accept the 1/4" bolt. I then put on a large

washer and a nut to complete the bumper side.

To attach the side that pivots, I cut the head off the bolt. I then hammered the end to about 1/8" thick, using the original pivot as a guide. I also put a gentle bend in the bolt like the original. Then I drilled out the rivet holding the broken stop and replaced it with the flattened end of the bolt. Next I drilled a hole in the flattened end of the bolt and inserted a short screw in place of the rivet. I peened the screw on both ends so that it held firmly and looked like a rivet and not a screw. Now my door stop is as good as new!

---

## RADIATOR BYPASS VALVE

By Gary Glazier (#1005)

Several articles have appeared in the *Torque Tube* concerning this subject. It seems that a bypass valve was used in '37-'38 engines to allow circulation of coolant prior to opening of thermostat. This permits even warmup of the cylinders and allows the thermostat to sample current block temperature. Once the thermostat opens, the bypass valve closes so that almost all circulation goes through the radiator.

The bypass housing on my '38 Century has no provision for installing such a valve. Instead, there is just a 1/2" fixed orifice. The function of

this orifice is described on page 2-15 of the 1950 Buick shop manual and it is the same as that given for the bypass valve in the 1938 shop manual.

Conclusion: Over the years, Buick noticed that the bypass valve was a lot of trouble and could be replaced by the fixed orifice. Many cars of the 1960's had a small bypass hose to serve the same function and with no valve necessary. For instance, my mother's 1968 Skylark has such a hose and the passage is 1/2" in diameter. I believe the bypass valve is not needed as long as the opening is no larger than 1/2". Comments are solicited.

# **Technical TIPS**

## **IS IT TIME FOR REPAIRING YOUR BUICK'S CLOCK?**

By Joe Busby (#846)

1937 and 1938 Buick glove box clocks were made by the Borg Corp. I have four of them. When I was ready to put one in my newly restored 1937, I found that none of them worked. I repaired them successfully using this procedure:

One of the first steps was to check the 2 amp fuse in the back of the clock. The cap that holds the fuse is sometimes missing on many of these clocks. And of course the clock will not run without a good 2 amp fuse in the socket so make sure the fuse is there.

To disassemble the clock you'll need to remove it from the glovebox. Remove the

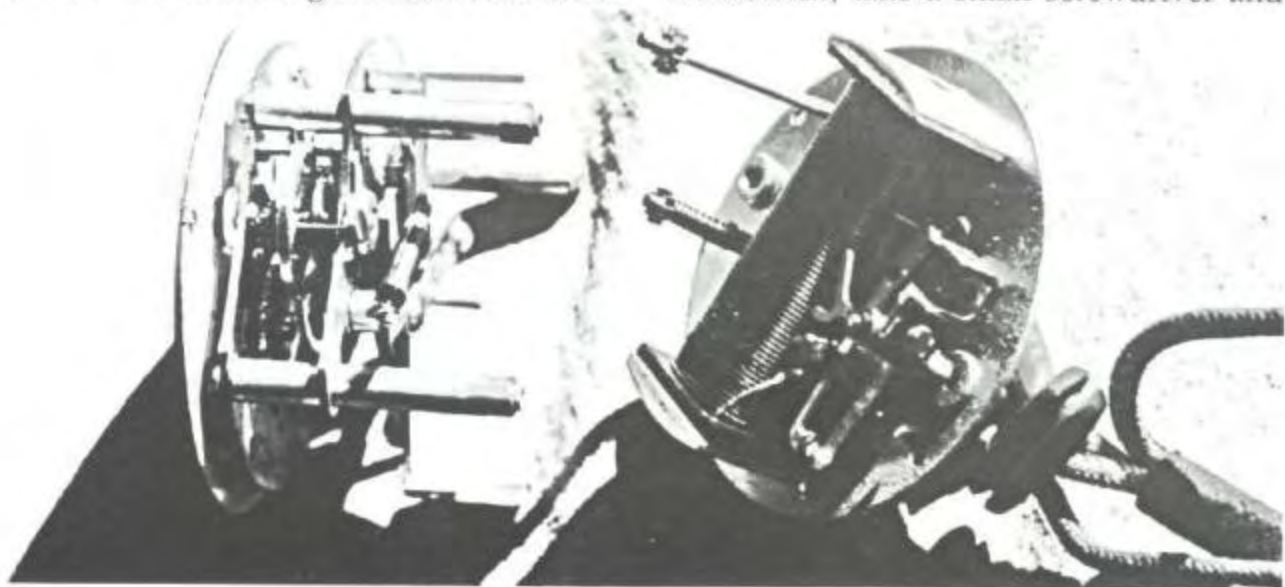
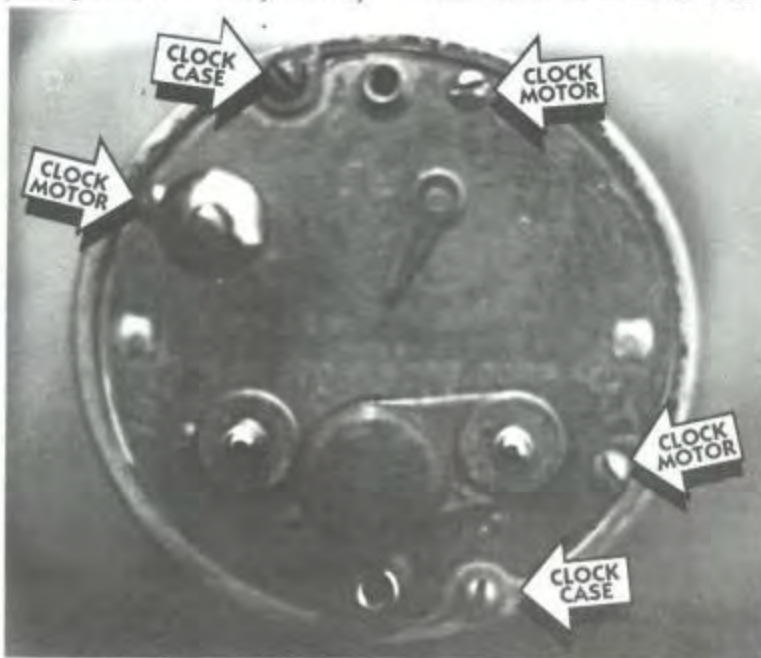
two lights and their sockets. Remove the two wires to the back of the clock. Now you can remove it from the car and put it face down, on a clean, soft, scratch free cloth, on your workbench.

Now you can remove the two screws holding the back cover on and set the cover aside.

There are five screws on the back side of the clock, three hold the clock's motor and two hold the clock in the case (see top photo).

Carefully remove the two screws holding the clock in its case.

With the clock face down on your workbench, take a small screwdriver and





pry the flange at the four corners of the clock's bezel. Now remove the bezel and glass dial and set them aside. The clock can now be removed from its housing by gently pushing it out from the back side.

The clock is divided into two sections (see bottom photo on page 22), the clock mechanism (left) and the motor that rewinds the clock (right). Remove the three screw on the back and gently pull the clock apart. In the photos on this page you'll see that you have your clock mechanism in one hand and the motor in the other.

Then I soaked the clock mechanism (see top photo) in kerosene which washed and lubricated it (local jeweler/antique clock repairmen might have a better suggestion).

(Ed: I spoke with **Dick Osgood**, a former member who owns a local clock shop. He used to own **Ron Stigler's** (#432) '38 Century Convertible Coupe.

Dick says he would clean the clock with WD-40 or Chem Tool (a carb cleaner). These are penetrants/cleaners and not lubricants. Then you should dry it thoroughly, perhaps using a hair dryer. Clocks must be lubricated with special clock oil. This oil is formulated for lubricating parts that barely move and also must not dry out or run out of the clock's bearings due to gravity.

Dick says the best clock oil is made in Germany and is called Etsyntha Type 5. It sells

for around \$10 for 30 milliliters. It works itself into the clock's bearings and will stay there wet for years. It might be cheaper though to

take your clock to a local shop and ask them to lubricate it for you.

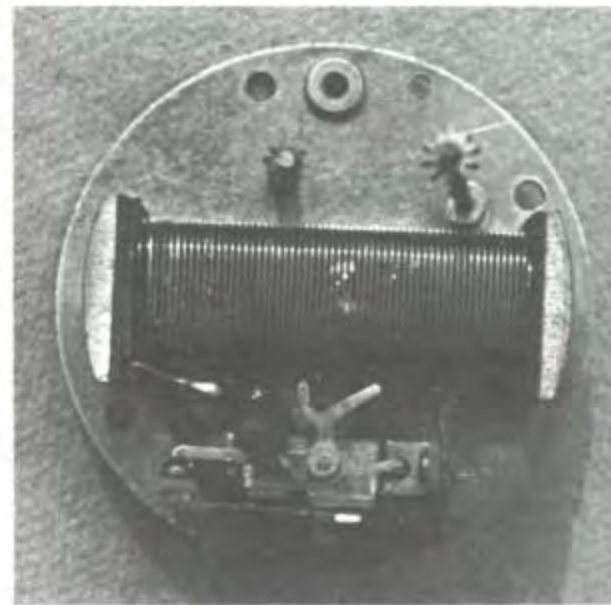
Again, only use clock oil specially formulated for this type of lubrication. Three-in-one type oils will run out of the clock's bearings or dry out and your clock will not work).

After drying the clock, rotate the self-winding arm clockwise a few degrees and shake the clock to get

it started. Hopefully, you'll see your clock's flywheel gear rotating back and forth for a few minutes until the self-winder runs down and the clock stops. When this happens on a working clock, the contact points close and the motor rewinds the clock for another 5 minutes or so when this sequence is repeated.

Now let's look at the motor (see bottom photo). A common problem is for the one of the two motor leads to break. Sometimes the points are burned. Solder any broken wires with rosin core solder and a fine tipped iron. Gently clean the points with crocus cloth or a distributor point file.

Now reassemble the clock being careful to get both the set stem and speed control shafts back in place. I did this to my four clocks and managed to get three of them working. One is in my car and keeps good time.



## NEW Members

William Siegfried (#1117)  
1235 N. Arthur Ave.  
Fresno, CA. 93728

David Sandidge (#1119)  
4140 Crestview Dr.  
Norco, CA. 91760

James Moore Sr. (#1121)  
21 October Hill Rd.  
Hamden, CT. 06518  
37-81

Rich Whissel (#1118)  
655 Riviere Rd.  
Palm Harbor, FL 34683  
38-41

B. William Mayer (#1120)  
66 Hoyt St.  
South Salem, N.Y. 10590  
38-46S

Donald Southerland (#1122)  
28021 Ryan  
Warren, MI 48092

# Parts

# FOR SALE

• Parting out a 1938 Special 4-Door Model 47

Transmission.....	\$150.
Stromberg AAV-1 Carburetor with Choke.....	\$150. set
Starter.....	\$ 50.
Generator.....	\$ 50.
Horn button and ring.....	\$ 75. set
Tail light (Complete set).....	\$ 85.
Parking light and lenses (Complete set).....	\$100. set
Trunk lid in good condition.....	\$ 25.
Bumper guards.....	\$ 25. each
Running boards.....	\$100. set
Bumpers (front and rear).....	\$ 5.0 each
Wiper motor.....	\$ 25.
Dash.....	\$ 25.
Hood.....	\$ 50. set
SPECIAL emblem that goes on the side panel.....	\$ 25. each
Wing vents.....	\$ 45. set
Hub caps.....	\$ 25. each
Air cleaner.....	\$ 45.
Four doors in very good condition (no rust).....	\$400. set
Front plain fenders (non-welled).....	\$150. set

Many other parts, just ask. All prices plus shipping. Call between 5:30 PM and 9:30PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)  
7802 Chevalier Ct.  
Severn, MD. 21144  
(410) 551-7236



## EDITOR'S NOTE

In you find it difficult writing & mailing an AD to appear here in the Torque Tube you can call and dictate it to me over the phone. Or FAX it to me. My number is (415) 941-4587 and is set up to receive your VOICE, FAX or your MESSAGE on my ANSWERING MACHINE.

# Parts FOR SALE

• **Parting 1937 & 1938 Specials.** The following is a portion of parts available. Call with your needs.

### 1937 Parts

Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Flat back & trunk back lids, no rust.....	\$ 40. each
Wiper transmissions.....	\$ 50. pair
Special manifold.....	\$100.
Oil bath air cleaner with bracket.....	\$100.
Large series air cleaner.....	\$ 50.
Throttle cable.....	\$ 20.
Roadmaster rim.....	\$ 35.
Special transmission.....	\$100.
Special right sidemount brackets upper & lower.....	\$ 75.
Two new Moog lower inner shafts & bushings.....	\$75. pair
Rear view mirrors.....	\$ 15.
Steering column support with ignition, keyed.....	\$ 35.
Map light switch.....	\$ 10.
Splash pans.....	\$ 35. pair
Spark plug covers.....	\$ 25.
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
40 & 60 series doors.....	\$ 50. each
Head light bezels.....	\$ 15.
Radio grills.....	\$ 15.
Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Rear vent windows.....	\$ 35. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each
Trunk hinges, very good condition.....	\$ 50. pair
Headlights, complete.....	\$150. pair
Century radiator.....	\$100.
Roadmaster/Limited radiator.....	\$100.

- **Parting 1937 Limited, 95% complete.** Chassis restored with all new front end parts & rebuilt shocks. Includes all brake hardware, drums & rear end.....\$900.
- '37 Limited sidemount covers, very nice.....\$500.
- '37 Limited sidemount cups.....\$ 75. pair
- '37 Limited splash pans.....\$ 65. set
- '37 80 & 90 rear ash tray & lighter assemblies.....\$ 65. pair

### 1938 Parts

734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Large series air cleaner.....	\$ 40.
Radio hole plugs.....	\$ 25. set
Left headlight bucket with stainless, no rust.....	\$ 25.
Special hood lettering.....	\$ 20. pair
Fender lights.....	\$ 75. pair
De-froster ducts.....	\$ 15. pair
Wiper transmissions.....	\$ 75. pair
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Century steering sector.....	\$ 35.
Trunk emblems.....	\$ 35.
Tail lights, complete.....	\$ 75. pair
'37-'38 NOS lower radiator hose, large series.....	\$10 each.....\$ 25. for 3
Complete instrument cluster including water temp. bulb.....	\$100.
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 35.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Lighter, complete.....	\$ 15.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
Special transmission.....	\$100.
Hood bar.....	\$ 65.
Generator.....	\$ 75.
Manifold.....	\$125.
AAV-1 carb complete.....	\$150.
Oil bath air cleaner.....	\$100.
Hood sides & tops.....	\$ 25. each
Rear fenders.....	\$ 50.-\$100.
Headlights, complete.....	\$150.
Special motor, complete with all accessories, 39K miles.....	\$600.
Special semi-automatic transmission with all linkage, steering column and rear mount. 39K miles.....	\$400.
Special BDIB Marvel carb, complete.....	\$125.
Special, complete front end.....	\$200.

All parts plus shipping

Dave Tacheny (#997)

11949 Oregon Ave., N. Champlin, MN. 55316 (612) 427-3460



• **1937 Model 41 Four Door Trunk Back Special Sedan:**

Stripped, no motor, good fenders, hood, trunk & nose. Bottom of doors rusty. Body solid, trunk has a little rust. Transmission and rear end on wheels.

Must sell by Spring.....\$600. Will part out if not sold with ad. Write/call with your needs.

- **1937 Parts:** Just bought a 1937 Model 41 Special Sedan parts car. Call with your wants or SASE (2 stamps) for List. Also see my ad 3 issues ago. I have hundreds of 1937 Special parts, some 1937 Century parts.

Klaxon horns & bracket (trumpet type)...\$125. firm  
Horn ring (pitted but restorable).....\$ 65.  
Back seat ash tray (complete).....\$ 25.  
Hood louvers (pair). Need minor repair.....\$ 50.  
Special Hood moldings. Sell only as a pair.....\$125.  
Special Door moldings. Sell only as a pair.....\$ 50.  
Pair of engine splash pans.....\$ 50.  
Exhaust manifold. Right and Left.  
No center for Century..\$ 50. each

And much, much more! Add 20% postage.

Large orders billed exact postage

Jerry Root (#422)

71 South Pollard Dr.

Fulton, NY. 13069

(315) 593-2346 after 5 PM EST

## Parts WANTED

• **Wanted for  
1937 Special**

- Dual Sidemount fenders, complete if possible
- Back window shade and hardware
- "SPECIAL" hood inserts. Need right but will buy pair if necessary

Also...

• **1938 Parts:**

Complete 1938 Century 3.9 rear end from torque tube back, ready to use.....\$500.

1938 Century Transmission.....\$150.

NOS 1952 Large Series Intake Manifold for 4 barrel carb.....\$150.

Bob Pipkin

Salem, Oregon

(503) 363-4712

• **All Parts 1937, 40 Series:**

Bumper guards.....\$20. each

Clocks.....\$20. each

Saleman facts book, excellent condition.....\$85.

Heater.....\$70.

Defroster ducts.....\$14. pair

Used radiator.....\$65.

Grill half, good.....\$50.

Radio, very good cond.....\$150.

Front and rear bumpers.....\$35. each

• **All Parts 1938, 40 Series:**

Radio for parts including face.....\$50.

Used radiator.....\$65.

Horn ring, good.....\$20.

Horn button, real nice.....\$15.

Large engine splash pan.....\$15.

Head, complete with shaft and lifters.....\$90.

Rear bumper (core).....\$30.

Owners manual (original).....\$25.

Good used exhaust pipe, blasted and painted.....\$25.

Good used starter.....\$35.

Good used generator.....\$25.

(continued from page 27)

Front & rear inside reveal molding, very good wood grain.....	\$20.
Front springs.....	\$40.
Good used pressure plate.....	\$30.
Grill Emblem.....	\$ 5.
Dash ash trays.....	\$ 4. each
Rear seat ash tray.....	\$ 5.
Right and left taillight, complete.....	\$70. pair
Right and left taillight lenses only.....	\$25. each
Complete distributor.....	\$28.
Air vent cover.....	\$ 5.
Restored steering wheel, hairline cracks, mint core.....	\$200.
Left running board, good.....	\$ 60.
Spark plug cover, good.....	\$35.
Sun visors, large series.....	\$10. each
Sidemount cover complete, right side, very good.....	\$150.
Sidemount tread cover, left side.....	\$40.
Sidemount tread cover stainless only.....	\$20.
Engine, all complete inc. carb, fuel pump etc. Runs good (offers).....	\$300.

All Parts Plus Shipping

Jerry Landry (#263) 34 Goodhue Ave., Chicopee, MA. 01020 (413) 592-5088

## Cars FOR SALE

• 1937 Limited Model 90 with side mounts

Car is complete but in rough shape.  
Will sell complete car or part out.

Mike Ruhle

P.O. Box 33513

Juneau, Ak. 99803

• 1937 Century Four Door

Trunk Back Sedan Model 61.

Restoration 80% done. Needs doors  
and seats put back on, that's all. The  
car has a Hampton Coach interior.  
Lost Storage. Must Sell.

Car in Maryland.....\$7,500.00

Paul Cunningham

(301) 753-5660 days

(301) 292-5030 eves

• 1937 Century Sport Coupe Model 66S

Complete. 95% body-off restoration in  
process. Body in primer. Many up-grades  
and NOS parts to complete. Sidemounts,  
rebuilt drive train, brakes and running  
boards.....\$6,500.00

Bob Saunders Bill Schaeffer (#622)

(818) 908-0855 (714) 540-7543

(Both telephone numbers in So. Calif.)

• 1937 Century Four Door Trunk Back Sedan  
Model 61.

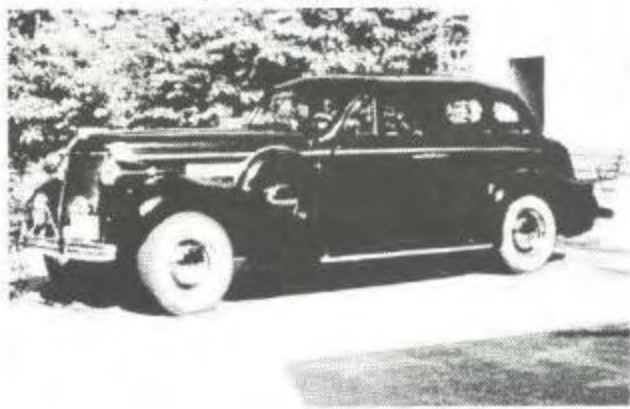
Factory sidemounts, new gray interior,  
steering wheel plastic, dash  
painted black. Nice chrome, new hub-  
caps and running board molding. Re-  
built brake system. 1941 dual carbs  
and 6 volt alternator. Some rust in  
rocker and trunk area. Otherwise  
solid. Paint fair..... \$10,000.00

Lou Wildt (#245)

2210 Trappers Knoll

Batavia, Ohio 45103

(513) 732-2609





# Literature FOR SALE

## • 1937 Sales and Service Literature

Color Catalog, 14 x 7, 32 pages.....	\$85.
Color Folder.....	\$45.
Color lot of 2 factory letters, British.....	\$30. for both
Color lot of 2 factory letters & envelope.....	\$30. for both
Factory photo 7" x 5", b & w, sedan.....	\$ 9.
Factory photo, 8" x 10", b & w, 90 Series Limo, 2 different.....	\$ 9. each
Salesman's non color folder, competitive specs.....	\$25.
"Buick Mag", Jan, Feb, Mar, Apr, May, July.....	\$15. each
Price sheet.....	\$15.
Sheet, service inspection.....	\$15.
Used car invoice, 40 series sedan.....	\$10.
Non color folder, prices, dated 8/37.....	\$15.
Non color folder, prices & GMAC.....	\$18.
Owner's manual.....	\$50.
Owner's manual, G.M. & McLaughlin-Buick.....	\$60.
Postcard, sedan.....	\$15.
Part color catalog, 8 x 4 1/2, 12 page, "Springing", ride.....	\$20.
Mailer part color folder, "Zooming", carburetion.....	\$20.
Shop manual.....	\$75.

## • 1938 Sales and Service Literature

Color catalog, 11 x 8, 32 pages plus covers.....	\$85.
Color folder, full line.....	\$45.
Factory letter.....	\$10.
Factory letter, British.....	\$15.
"Buick Mag", November.....	\$15.
"Buick Mag", show issue, all models in color.....	\$50.
"Buick Mag", January.....	\$15.
Non color folder, "News".....	\$30.
Non color folder, prices, dated 8/37.....	\$15.
Owner's manual.....	\$50.
Shop manual.....	\$75.
Shop manual, self shifting transmission, series 40.....	\$40.
Shop manual supplement.....	\$40.

Walter Miller (#1093)

6710 Brooklawn Pkwy, Syracuse, NY 13211  
(315) 432-8282



# '37-'38 Buick Rubber Parts

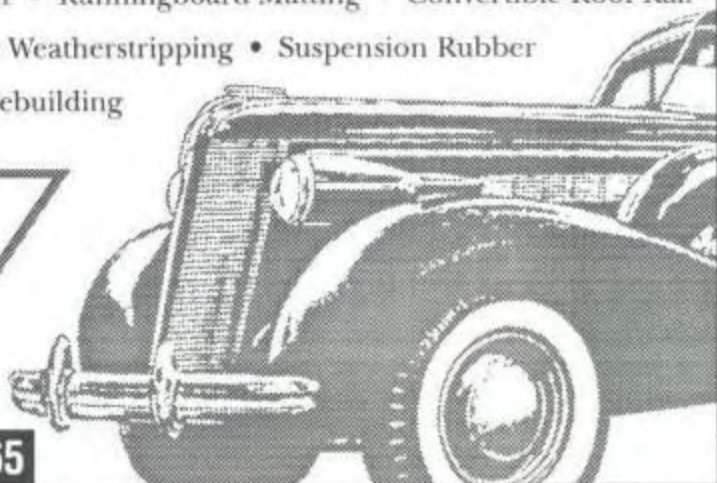
Windshield Gaskets • Vent Window Rubber • Runningboard Matting • Convertible Roof Rail  
Door Weatherstripping • Quarter Window Weatherstripping • Suspension Rubber  
Trunk Weatherstripping • Motor Mount Rebuilding



Quality Restoration Rubber Parts

Steele Rubber Products  
Dept 37-38 • 1601 Hwy 150 East  
Denver, NC USA 28037-9735  
Fax: 704/483-6650

480 Page  
Catalog  
Only \$2



Call Toll Free 24 Hrs. 800/544-8665

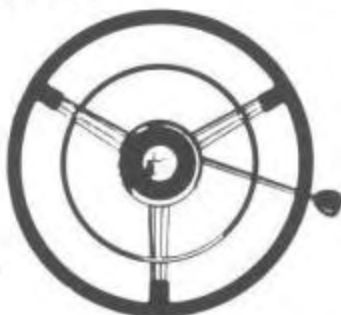


## J.B. Donaldson Co.

2533 W. Cypress St.  
Phoenix, Arizona 85009  
(602) 278-4505

Beautifully Recast  
**STEERING WHEELS**

Thru 1953  
\$2.00 for Brochure, Must Specify Year



### SWANSON'S

VINATGE - PARTS - ACCESSORIES  
1938 - 1948

3574 Western Ave.  
Sacramento, CA 95838  
(916) 646-0430

DON

JIM



1927  
TO  
1953

## WIRING HARNESSSES

AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953  
HANDCRAFTED WITH THE  
FINEST MATERIALS  
EACH SUPPLIED WITH:  
LIMITED WARRANTY  
INSTALLATION INSTRUCTIONS  
SCHEMATICS

ALSO OFFERING:  
WIRING SUPPLIES  
BRAIDING SERVICE  
CATALOG OR INFORMATION \$2



BOX 435 WAYNE, PA. 19087



# BOB'S AUTOMOBILIA

(805) 434-2963

## 1937-1938 BUICK

FRONT FLOORMAT  
1937-38 All Models  
Black or Brown  
FF-378.....\$175.



DOOR WEATHERSEAL-SPONGE  
Glue-in.....DW-378.....\$1.70 ft.  
Clip-in.....DW-80.....\$3.40 ft.

DOOR BOTTOM SEAL  
Clip Type.....DW-369.....\$1.80 ft

TRUNK SEAL-SEDANS, 1/2" Wide;  
Ser. 80-90.....TW-371.....\$31.50  
Sedans. 3/4" Wide;  
Ser. 40-60.....TW-371S.....\$31.50

TRUNK SEAL For COUPES, 9/16" X 1"  
Sponge.....TL-369.....\$2.00 ft.

CLUTCH and BRAKE PEDALS Series 40-60  
Black.....CB-343BK.....\$5.50 ea.  
Brown.....CB-343BN.....\$5.50 ea.  
Series 80-90.....CB-32BK.....\$7.50 ea.  
Brown.....CB-32BN.....\$8.50 ea.

PEDAL FLOOR SEALS; All Models  
FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series  
40-60 Back.....AP-37BK.....\$28.00  
Brown.....AP-37BN.....\$29.00

SHIFT BOOT, 1937-38 Series 40 Only!  
Black.....SB-348BK.....\$9.75  
Brown.....SB-348BN.....\$14.50

TIE-ROD ENDS, 1937-38 Series 40  
Left Hand THREADS. TE-371L.....\$27.00  
Right Hand THREADS. TE-371R.....\$27.00

FUEL PUMP KITS; Series 40.FK-24.....\$25.00  
Series 60-80-90 (Diaphragm Assy. Req.)  
FK-116.....\$28.00

CARB. KITS: CARTER.....CK-360C \$26.00  
STROMBERG.....CK-37XS \$26.00

TORQUE BALL SEAL KIT, All Models  
TBK-343.....\$26.00

1937 Ser. 40-60 Front Door VENT Window  
REGULATORS.....VWR-37.....\$65. pr.

SUNVISOR BRACKETS For 40-50-60 Closed  
Cars.....VB-370.....\$45. pr.

ARM RESTS (door) METAL BRACKET and  
SPONGE, not covered.....\$27. ea.

VISOR "VANITY" MIRROR. VM-379.....\$25. ea.



### EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$180. CENTER \$182. VALVE BODY \$195.



### RUNNING BOARD INSULATORS, 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S.....Set of 8.....\$160.00



### HOOD REST PADS, 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



### DASH GLASS, SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

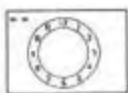
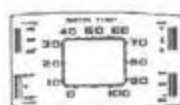
RADIO.....RG-37.....\$23.

CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO.....RG-38.....\$23.

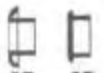
CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38).....\$4.



### OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

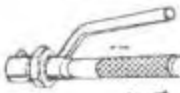
1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set

### DOOR FERRULE INSTALLATION TOOL.

\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$30.



### 1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.75



### RUMBLE SEAT LATCH 1937-38

DL-368.....\$65.



### MOTOR MOUNT, FRONT, All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$28. ea.



### TRUNK HINGES for 40-60, Castings. \$85. set

Chrome Plated.....\$150. pr.

1937 HUB CAPS, All Ser.....HC-37.....\$60. ea.

16" WHEEL TRIM RINGS-TR-16S.....\$89./Set of 4

1937 or 38 HOOD ORNAMENT.....HO-3X.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,  
DECALS, ENGINE PAINT, DECALS, SHOP  
MANUALS, PARTS BOOKS, BODY BOOKS and MORE.  
SHIPPING; 10% max \$9. min. \$4. Prepaid. C.O.D. Add \$5.

**BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963**  
VISA- MASTERCARD or C.O.D. CATALOG #42 \$3.00 - PHONE ORDERS - (Write For Catalog)

# BUICK UPHOLSTERY KITS

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit is made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits available for many popular Buicks from 1932 to 1953 and are in the process of adding many more. Specific models available for 1937 and 1938 are as follows:

- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



## Guaranteed Quality & Fit

*Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.*

# HAMPTON

---



Hampton Coach, P.O. Box 6, 6 Chestnut St., Amesbury, MA 01913 508-388-8047 Fax 508-388-1113  
A Division of LeBaron Bonney Co.



